



Highlights of the 2005 State of the Region

Modeling Task Force
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Overall Approach

- **Guided by the Benchmarks Task Force**
- **Build on the previous assessment of the 1990s**
- **Focus on 2000-2004 change, particularly during 2004**
- **Assess whether our region achieved absolute improvements**
- **Assess how our region performed relative to other large metropolitan regions**

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2005 Report Issue Areas

1. **Population**
2. **The Economy**
3. **Housing**
4. **Transportation**
5. **The Environment**
6. **Education**
7. **Safety**

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Overview of Findings

1. Fast population growth with major demographic transformations.
2. Achieved the first meaningful job growth in 2004 of 90,000 (1.3 percent) since 2000.
3. Achieved the first gains in 2004 in real per capita income and median household income since 2000.
4. Issued the largest number of residential permits but with record home prices and the lowest level of housing affordability since 1989.

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Overview of Findings (cont'd)

5. Continued to have the highest level of congestion with carpooling share of work trips dropping by 3 percent since 2000 and corresponding increases in drive-alone commuting.
6. Continued to exceed the federal air quality standards but with noticeable improvements in Ozone, PM10 and PM2.5 partly due to much milder weather.
7. Little progress in student test scores and dropout rates but with improvements in educational attainment since 2000.
8. Continuing decline in violent crime rate but with the first slight increase in juvenile felony arrest rate since 1990.

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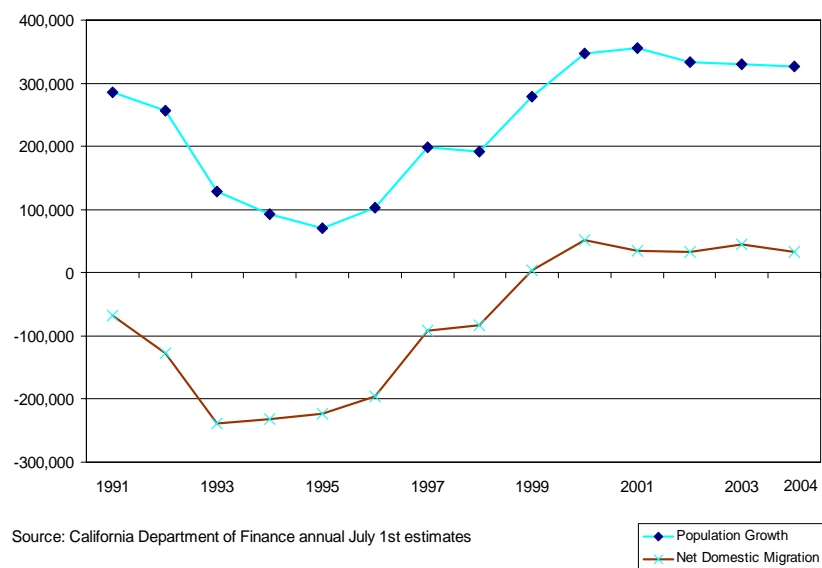


Population

Growth Characteristics *Demographic Dynamics*

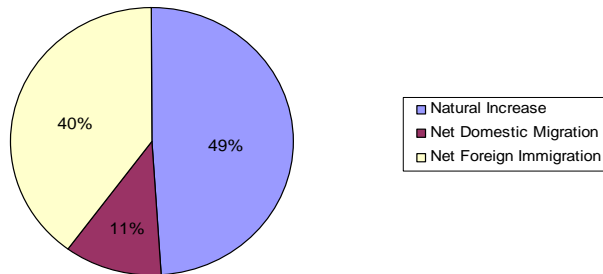
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Population Growth vs. Net Domestic Migration



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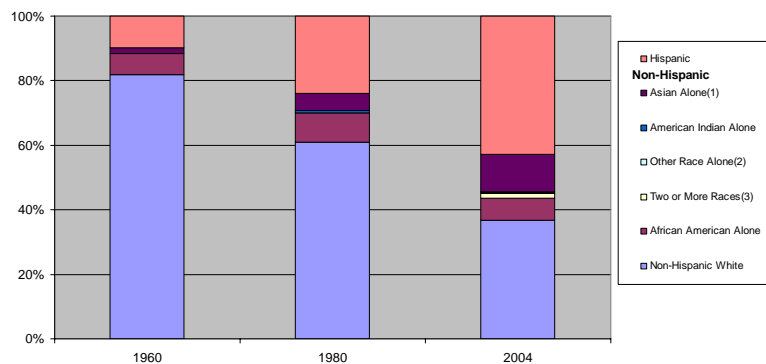
Population Growth by Types of Source 2000-2004



Source: California Department of Finance

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Population by Race and Ethnicity

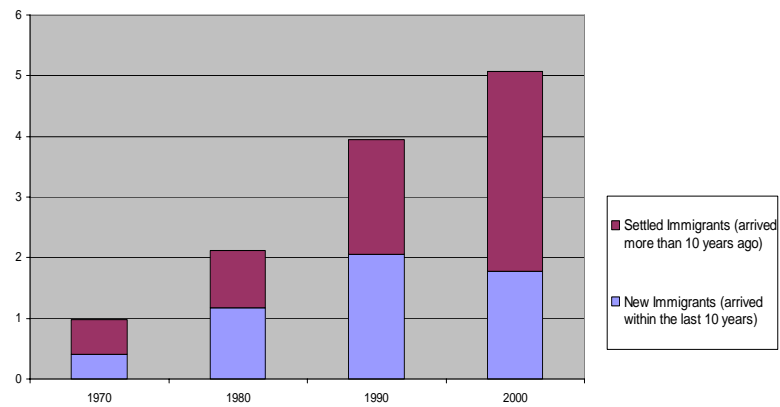


Notes: (1) "Asian Alone" also includes Pacific Islander.
 (2) "Other Race Alone" is too small to be shown (at 0.3 percent in 2004).
 (3) Only the 2004 data included the "Two or More Races" category to which people may choose to belong.

Source: U.S. Census Bureau. Data in 1960 was estimated by James Allen and Eugene Turner. 2002. *Changing Faces, Changing Places*.

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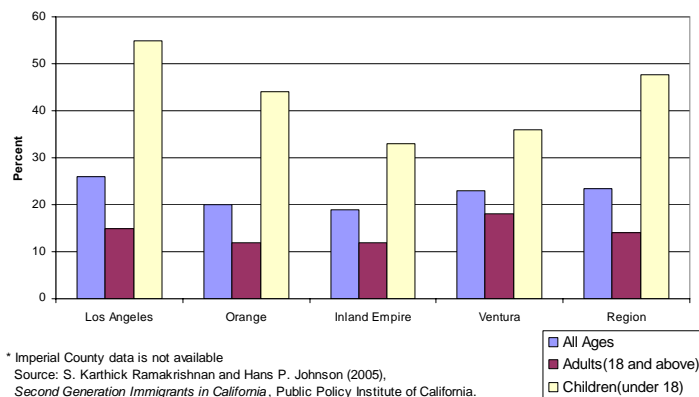
New Immigrants vs. Settled Immigrants (Millions)



Source: U.S. Census Bureau

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Immigrants' Second Generation, 2004 (Population Share)



* Imperial County data is not available
Source: S. Karthick Ramakrishnan and Hans P. Johnson (2005),
Second Generation Immigrants in California, Public Policy Institute of California.

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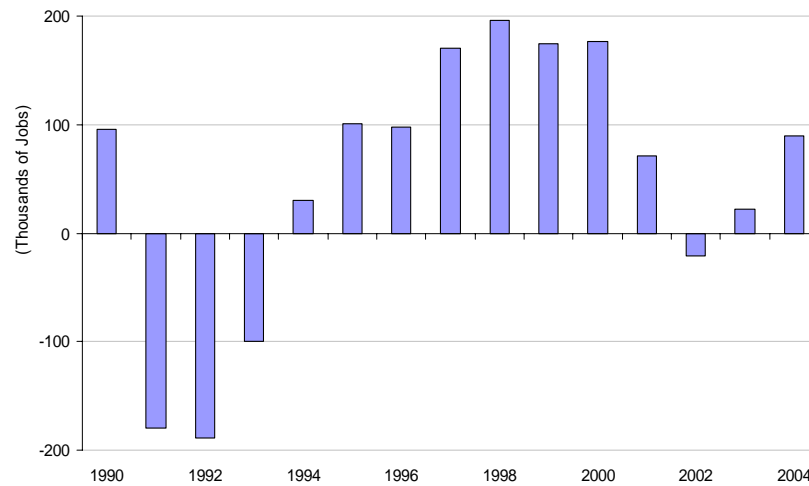
Economy

Employment *Income*

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Wage and Salary Employment

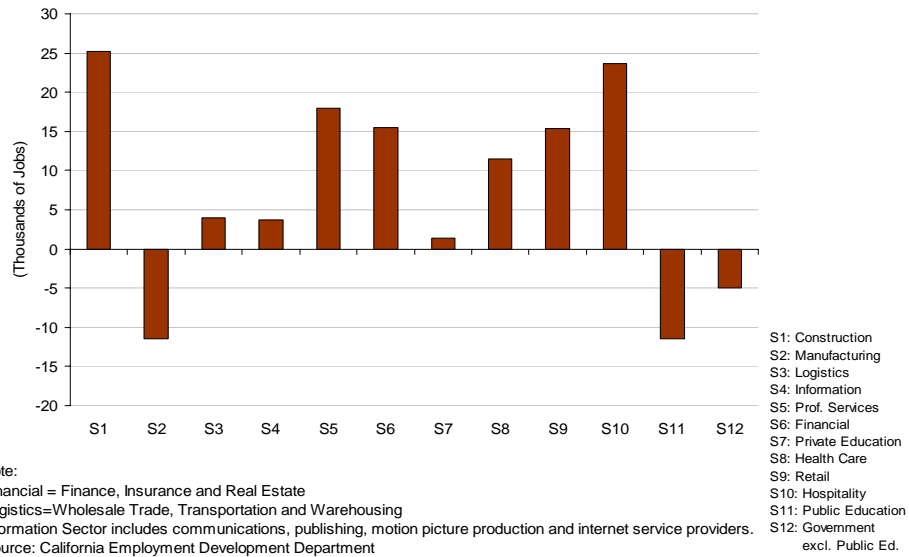
(Change from Previous Year)



Source: California Employment Development Department

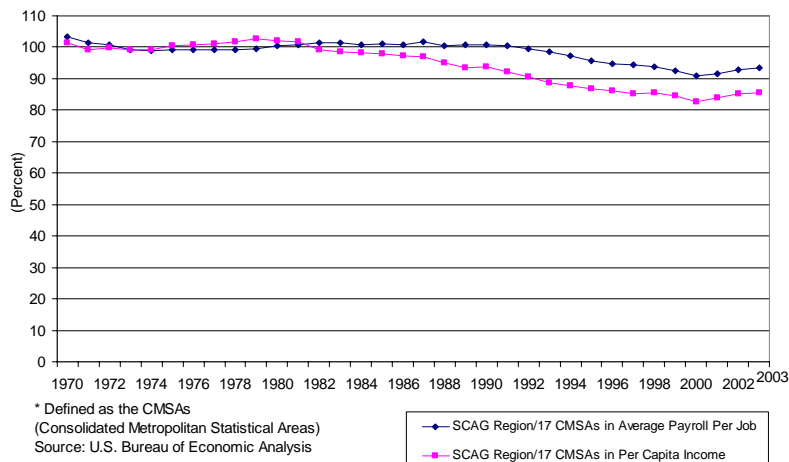
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Employment Change by Selected Sectors (2003-2004)



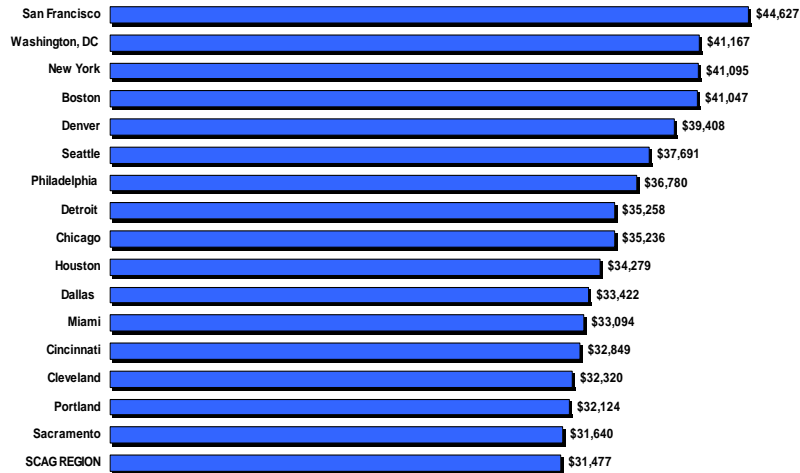
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SCAG Region vs. 17 Largest Metropolitan Regions (Average Payroll Per Job and Per Capita Personal Income)



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Per Capita Income by Metropolitan Region, 2003



Source: U.S. Bureau of Economic Analysis

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Poverty rates

- More than 14% with little change from 2003
- Remained higher than the state (13.3%) and the nation (13.1%)

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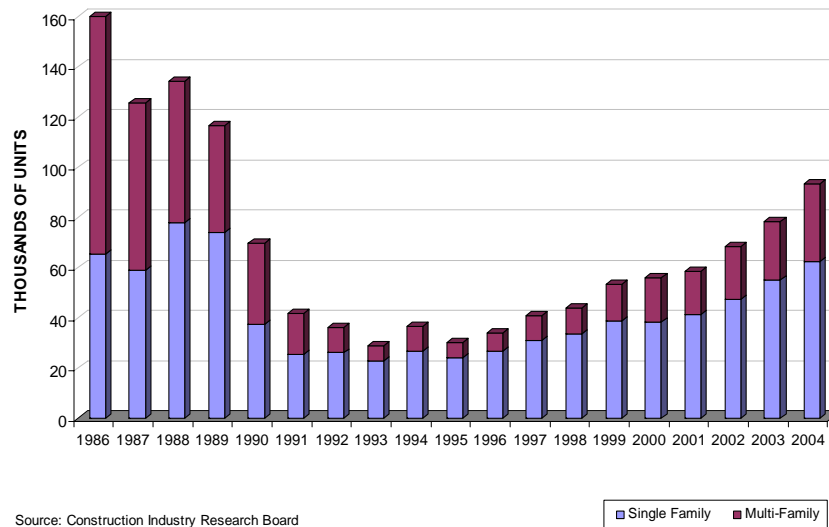


Housing

Housing construction
Homeownership rates
Housing affordability
Crowded housing

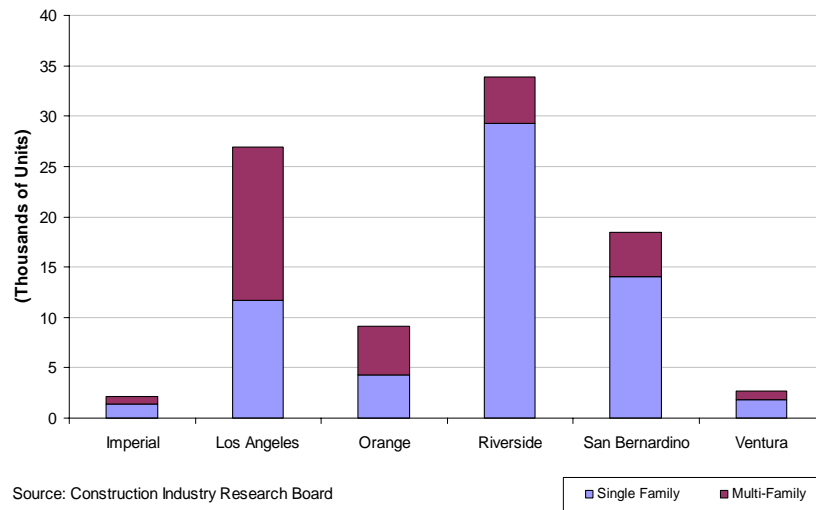
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Residential Building Permit Activity



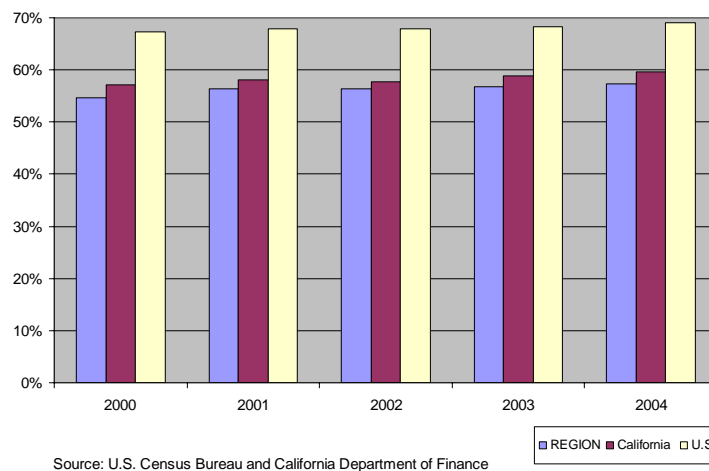
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Residential Building Permits by Housing Types 2004

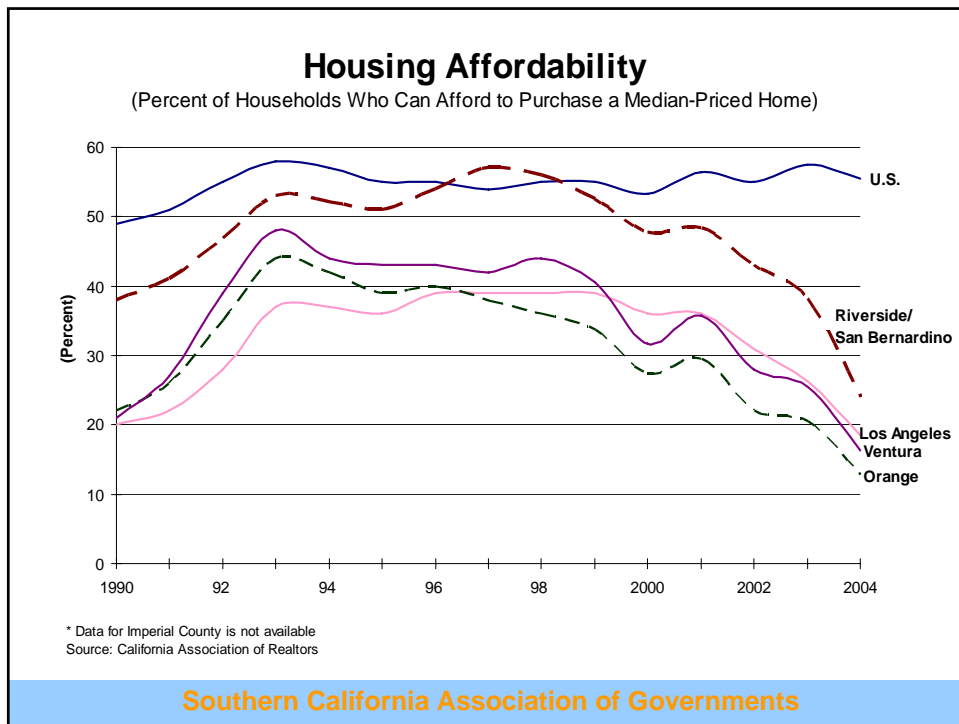



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Homeownership Rates



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Mobility

Congestion

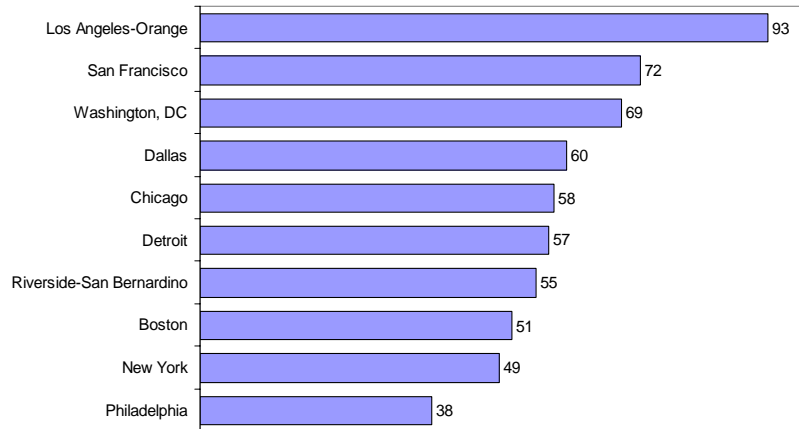
Highway fatalities

Transit boardings

Mode choices for work trips

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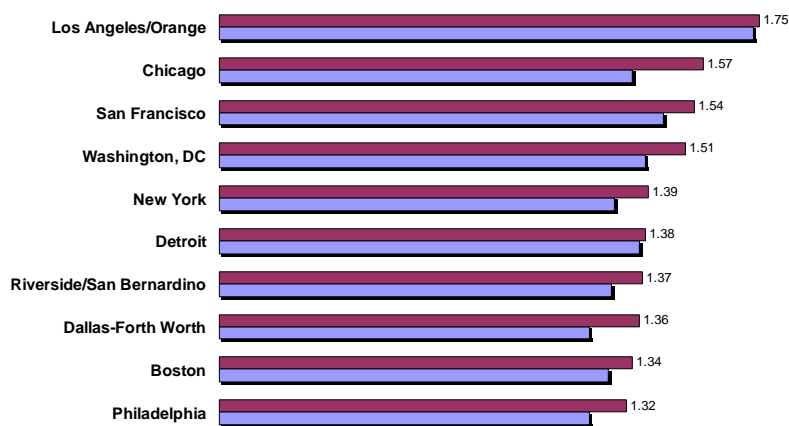
Annual Hours of Delay per Traveler by Metropolitan Area, 2003



Source: Texas Transportation Institute

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Peak Period Travel Time Index by Metropolitan Area

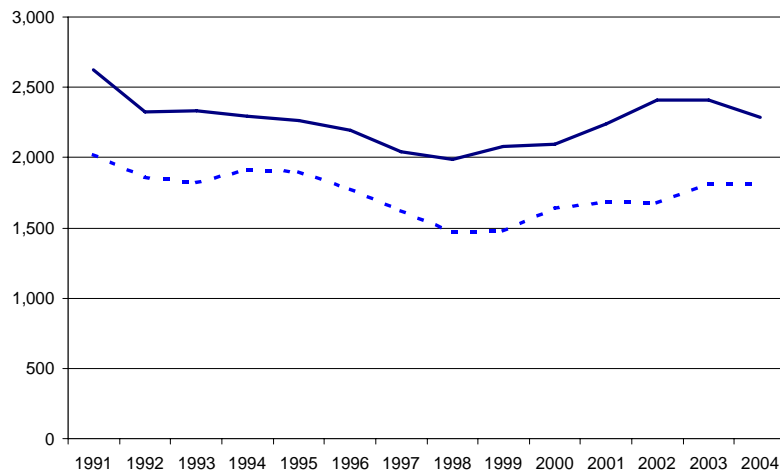


* Travel time index is the ratio of peak period travel time to free flow travel time.
Source: Texas Transportation Institute

■ 2003
■ 1993

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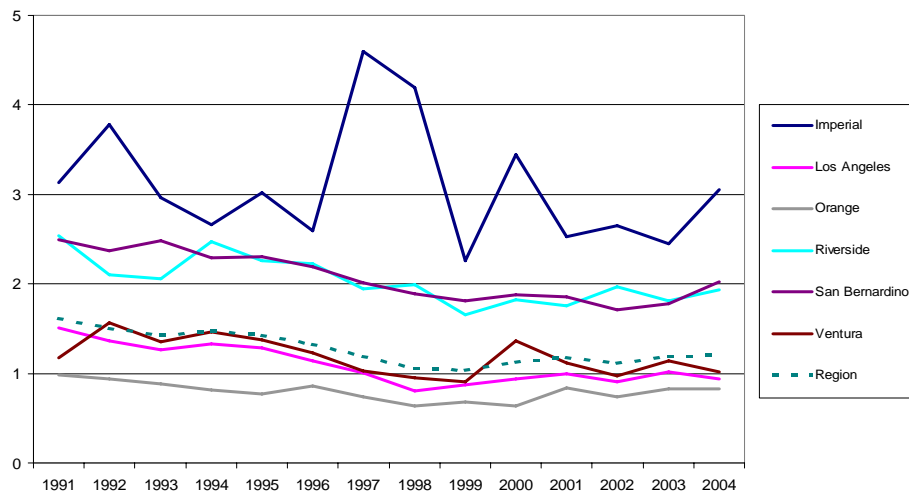
Highway Accident Fatalities



Source: California Highway Patrol with 2004 preliminary data

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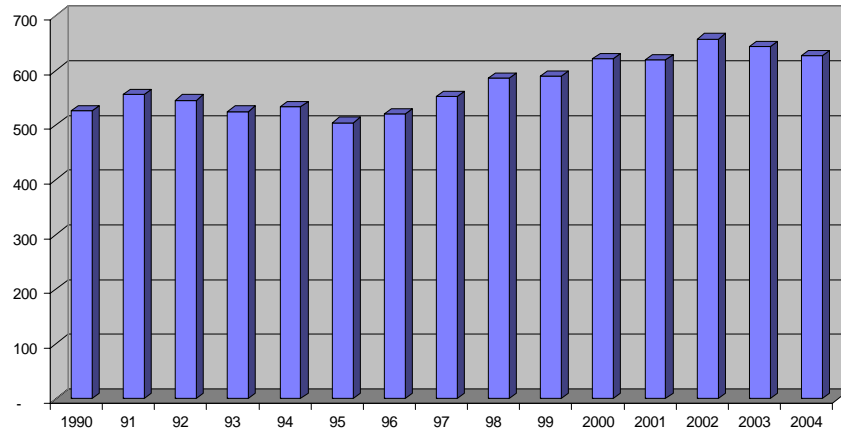
Highway Accident Fatalities (Per 100 Million Vehicle Miles Traveled)



Source: California Highway Patrol

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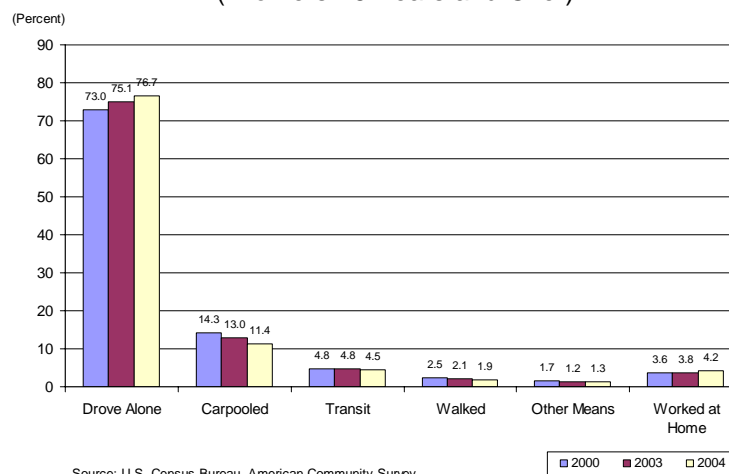
Transit Boardings - All Major Operators (Millions)



Source: National Transit Database by fiscal year and SCAG including preliminary estimates for 2004 data.

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Mode Choice to Work (Workers 16 Years and Over)



Source: U.S. Census Bureau, American Community Survey

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Environment

Air Quality

Water Resources

Solid Waste

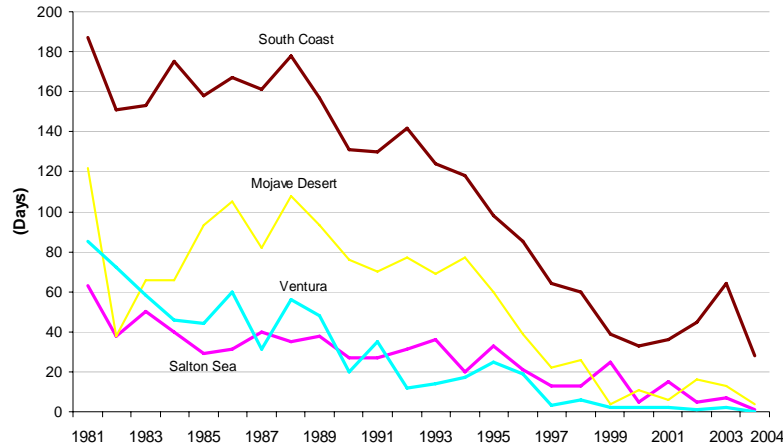
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Ozone Pollution in Non-attainment Air Basins

(Number of Days Exceeding Federal One-Hour Standard)



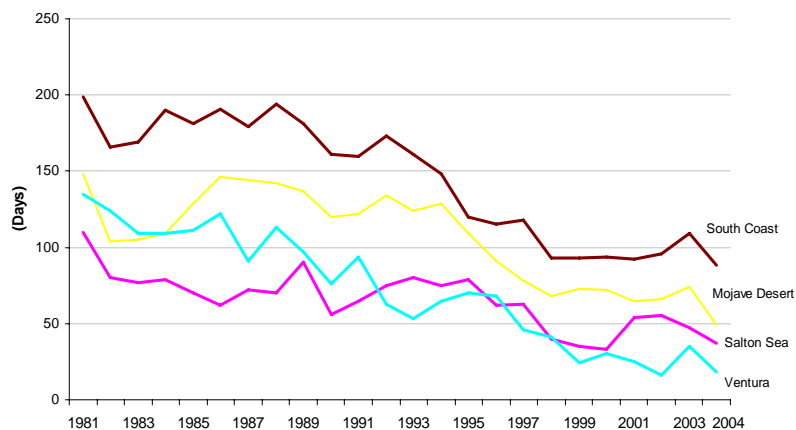
* Ventura County is part of the South Central Coast Air Basin

Source: California Air Resources Board and South Coast Air Quality Management District

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Ozone Pollution in Non-attainment Air Basins

(Number of Days Exceeding Federal Eight-Hour Standard)

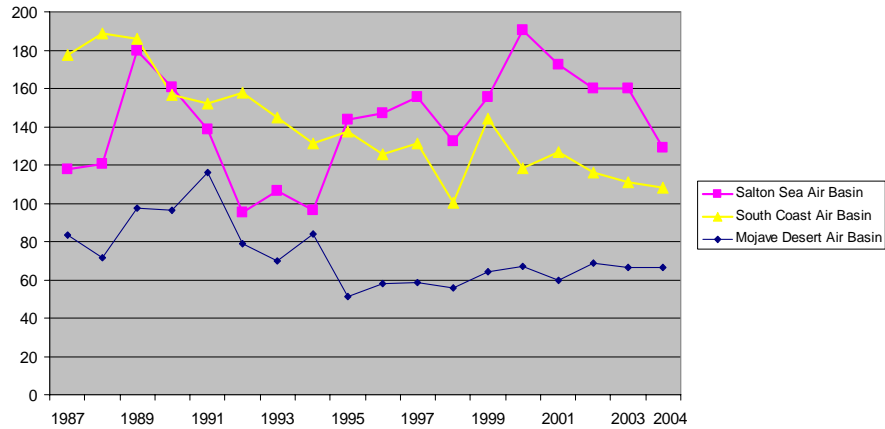


* Ventura County is part of the South Central Coast Air Basin

Source: California Air Resources Board and South Coast Air Quality Management District

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PM₁₀ in Non-attainment Air Basins (Percent of Federal Annual Average Standard*)

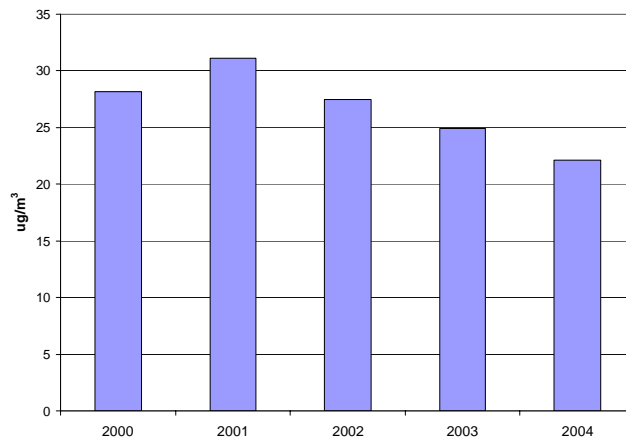


* Above 100 percent means exceeding the federal standard. Also PM₁₀ condition may be impacted significantly by natural events or pollution transport.

Source: California Air Resources Board

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PM_{2.5} Pollution in the South Coast Air Basin (Annual Average Concentration*)



* Federal annual average standard for PM_{2.5} is 15 ug/m³

Source: South Coast Air Quality Management District

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State of the Region Report Card

	2000	2001	2002	2003	2004
Employment	B+	B	B-	B	B
Income	C	C	C-	C-	C
Housing	C-	D+	D+	D	D
Mobility	D	D	D-	D-	F
Air Quality	B	B-	C	C-	C
Education	D	D	D	D	D
Safety	B+	B	B	B	B

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*Only by working together
toward a shared vision can the
SCAG region successfully run
the competitive race for a
better tomorrow.*

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End of Presentation

Thank You!
Questions?
Comments?

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